

CITY OF CORONADO

Proposition L

(This proposition will appear on the ballot in the following form.)

PROP L

Shall the ordinance requiring the amendment of the City of Coronado General Plan to establish access to southbound Glorietta Boulevard from Fourth Street and the Coronado Bridge toll plaza from state highway (the bridge) to state highway (Silver Strand Boulevard) be adopted?

This proposition requires approval by a majority (over 50%) of the voters.

**Full text of this proposition
follows the arguments.**

CITY ATTORNEY'S IMPARTIAL ANALYSIS

Proposition L would amend the City of Coronado's General Plan through changes to the Circulation Element of the General Plan, which would create a new street classification to be known as an "intermediate arterial," and then re-designating a portion of Glorietta Boulevard from its present status as a "collector street" to an "intermediate arterial."

The Circulation Element of the General Plan defines a "collector street" as supporting the arterial street system by connecting local streets with arterials. Proposition L defines an "intermediate arterial" as a street that carries substantial volumes of traffic primarily to, from and through the City. It would be distinguished from a "principal arterial," (defined in both the Circulation Element and the measure as an arterial that carries large volumes of traffic and which are state highways in Coronado), and would be further distinguished from a "minor arterial" (defined in both the Circulation Element and the measure as an arterial carrying much smaller volumes of traffic).

Under Proposition L the primary purpose of an "intermediate arterial" would be to serve to connect a state highway (the San Diego-Coronado Bay Bridge) to a state highway (the Silver Strand Boulevard).

Proposition L also directs the Coronado City Council to take action to allow traffic entering the City of Coronado from the San Diego-Coronado Bay Bridge to have direct access to Glorietta Boulevard, southbound, where no such access presently exists. In order to do so Proposition L directs the City Council to cooperate and coordinate with the State of California, Department of Transportation (i.e., CalTrans) in order to allow for access from the San Diego-Coronado Bay Bridge to Glorietta Boulevard.

By providing direct access to Glorietta Boulevard from the bridge, it is anticipated that traffic presently traveling into the City will be redistributed, reducing traffic at the intersections of Third and Fourth Streets with Orange Avenue, while at the same time increasing traffic on Glorietta Boulevard as well as that segment of Pomona Avenue between Glorietta Boulevard and Silver Strand Boulevard. Such a redistribution of traffic would impact other streets as well.

Proposition L further provides that any change to that portion of the Circulation Element modified by the measure must be approved by a majority vote of the Coronado voters.

ARGUMENT IN FAVOR OF PROPOSITION L

FOR SAFER RESIDENTIAL STREETS AND TO KEEP OUR BEAUTIFUL ORANGE AVENUE MEDIAN

Glorietta Boulevard must be opened to Southbound Traffic from the Coronado Bridge to Silver Strand Boulevard (State Highway 75)

Good traffic management requires that southbound traffic from the bridge must be able to access Glorietta Boulevard rather than moving it on to an already packed Orange Avenue. Traffic headed to the Coronado Shores, Naval Amphibious Base, Cays, military housing areas and Imperial Beach have impacted Orange Avenue to such an extent that more and more of the green median is being taken up by CALTRANS to allow room for left hand turn lanes. Continuous traffic pressure on Orange Avenue could eventually result in the prohibition of parking, or the removal of more of the median to accommodate three lanes. Our very fragile downtown business area on Orange Avenue can not continue to accept higher and higher traffic counts because Glorietta Boulevard is not open to traffic headed south.

The left turn lane will be designed by CALTRANS engineers to be accessed either by a traffic light, overpass or underpass. The bike lane where Glorietta connects with Pomona Avenue would have to be moved to widen Pomona down to Silver Strand Boulevard to accommodate the traffic flow. The diverters at A, B, and C Avenues would be obsolete as there would be no reason to go over to those streets if Glorietta were opened to through traffic.

Glorietta is a major part of the circulation plan to keep traffic from entering other residential areas. Glorietta is one of the widest streets in town, with residences on only one side, making it the safest place for southbound traffic off the bridge. Glorietta Boulevard must handle the same flow as any other street in our city.

FRANK TIERNEY
Coronado City Councilman

STORY VOGEL
Resident

ARGUMENT AGAINST PROPOSITION L

Proposition L will destroy Coronado's long-standing traffic plan **and cause a huge negative impact** on our residential streets. It runs counter to Coronado's longstanding commitment to put Coronado neighborhoods ahead of San Diego commuters. A NO vote on Proposition L will protect our community and preserve our quality of life. How does it do that?

A NO VOTE:

- Does NOT allow San Diego freeway traffic to use Coronado as a bypass to the South Bay area.
- Does NOT create major traffic jams along our golf course, tennis center, yacht club, and new civic center as traffic attempts to get onto the Strand Highway.
- Does NOT permit impatient commuters to flow through our residential streets in search of a way around these newly crowded intersections.
- Does NOT cause even longer and more frequent backups on 4th Street because of delays allowing left turn traffic during the afternoon rush hours.
- Does NOT destroy one of Coronado's best recreational streets, used by us for biking, jogging, walking and skating.
- Does NOT cost Coronadans millions of taxpayer dollars for intersection improvements, condemnation of property for road expansion, and relocation of bike and pedestrian paths.

Proponents of the left turn want you to believe this would move traffic from Orange Avenue to Glorietta Boulevard. That theory assumes no more traffic would enter our city than we already have. Numerous studies have shown that adding an additional route or lane to a heavily traveled area actually results in a 10-20 percent increase in traffic. For Coronado, that would mean anywhere from 10,000 to 20,000 more cars a day.

WE DO NOT WANT MORE TRAFFIC.

Vote **NO** on Proposition L.

TOM SMISEK
Mayor

CASEY TANAKA
Council Member

PHILIP A. MONROE
Council Member

PATTY SCHMIDT
Council Woman

BARBARA DE MICHELE
Concerned Coronado Citizens Committee

PROPOSED ORDINANCE

EXHIBIT A

(The text below is as contained in the initiative petition.)

The text of the initiative shall read:

INITIATIVE PETITION TO AMEND THE CORONADO GENERAL PLAN

The Circulation Element of the Coronado General Plan shall be amended as follows:

- (A) Forward (found on pages II-Ei through II-Eii) shall be amended to add as the final paragraph of that section (at page II-Eii) the following:
In 2004, an initiative was passed by the voters of Coronado to provide for the reclassification of Glorietta Boulevard from Fourth Street to Pomona Avenue from a collector street to an intermediate arterial and to allow for direct access to Glorietta Boulevard in the vicinity of Glorietta Boulevard and Fourth Street and the former toll plaza for southbound/westbound traffic from the bridge. Glorietta Boulevard, being one of the widest streets in Coronado and having residences on only one side, is properly denominated an arterial. To the extent the City Council would deem it advisable, the initiative authorized the Council to include a frontage road for residential access on the affected portion of Glorietta, similar to that which is in place on First Street. The initiative authorized and/or directed the City Council to take certain other actions to conform to the dictates of this initiative, including, but not limited to cooperating and coordinating with CalTrans and other entities.
- (B) Introduction (found at pages II-E1) shall be amended as follows: Paragraph 3 shall be amended to read as follows:
All Coronado city streets are classified as either arterial, collector or local. Arterial streets are further divided into principal arterial, intermediate arterial and minor arterial. The criteria for determining classification are the importance and purpose of traffic movement and volumes on a particular street. Arterial streets carry traffic primarily to, from and through the city. Principal arterials carry large volumes and, in Coronado, are also state highways. Intermediate arterials also carry substantial volumes of traffic. Minor arterials carry much smaller volumes of traffic. Collector streets support the arterial street system connecting local and arterial streets. Collector streets permit locally destined or generated traffic access to or from the arterial street system. Streets that carry the smallest traffic volumes, and that primarily function to provide access to adjoining property, are termed "local" streets.
- (C) Table A, "entitled Street Classification Considerations" shall be amended to include the following designation:
"Intermediate arterial".
Under "Primary Purpose" for this designation shall be stated "Serves to connects state highway (the bridge) to state highway (Silver Strand Boulevard) (through use of a short segment of arterial)". The remaining data for this entry on the table shall be as dictated by City Council.
- (D) The Circulation Plan (found at pages II-E4 through II-E7) shall be amended as follows: Paragraphs 1 through 4 shall be deleted and replaced with the following:
There are two State routes within the City of Coronado which serve as major arterials. The first route, State Highway 75, consists of: (a) the San Diego-Coronado Bay Bridge, (b) Fourth Street between Glorietta Boulevard and Pomona Avenue, (c) Pomona Avenue between Fourth Street and Third Street, (d) Third Street between B Avenue and Orange Avenue, (e) Fourth Street between Orange Avenue and Pomona, (f) Orange Avenue between Third Street and Pomona Avenue, and (g) Silver Strand Boulevard. The second route is State Route 282, which consists of (a) Third Street west of Orange Avenue, (b) Alameda Boulevard between Third Street and Fourth Street, and, (c) Fourth Street west of Orange Avenue.

It is the Third Street – Fourth Street "couplet", which includes portion of Pomona Avenue and Alameda Boulevard, which provides primary access between the bridge and North Island NAS. Third Street is designated one-way westbound and Fourth Street is designated one-way eastbound.

Traffic entering the village (central Coronado) from the south and heading to North Island NAS continues to be dispersed according to the available gate most convenient to each driver. Main gate traffic may use Alameda Boulevard and Gate 2 vehicles may proceed via Orange Avenue and First Streets.

Traffic from Silver Strand Boulevard heading to the bridge may use Orange Avenue and Fourth Street, or Pomona Avenue to Fourth, or Pomona to Glorietta Boulevard to the bridge. Traffic entering Coronado via the bridge and heading toward Silver Strand Boulevard currently must use the couplet and Orange Avenue. Action will be taken to facilitate entry onto Glorietta Boulevard from the bridge. This will carry southbound traffic more directly to the Silver Strand, thereby reducing excessive traffic congestion on Orange Avenue.

The Circulation Plan assumes that certain of the more detailed traffic management proposals of the United Transportation Plan (UTP) will also be implemented and that some of them will not be implemented (see Appendix A).

- (E) That portion of the Circulation Plan which commences with "The functional classification of streets is listed below and shown on Figures 'A' and 'B'" shall be amended as follows: At page II-E7: "Glorietta Boulevard from Fourth Street to Pomona Avenue" shall be deleted from that section entitled "Collector Streets"

A new section entitled "Intermediate Arterial" shall be added between "Major Arterial" and "Minor Arterial". Under that heading shall be entered: "Glorietta Boulevard from Fourth Street to Pomona Avenue".

- (F) Figure A "Circulation Plan (The Village)" shall be corrected to be consistent with the provisions of this initiative to wit: that portion of Glorietta Boulevard south and west of the bridge shall no longer be shown as a collector; it shall be shown as an intermediate arterial. The key shall be revised to show this new designation.
2. All references (in official community plans and map and pertinent zoning provision, etc) to that portion of Glorietta which is herein designated as an intermediate arterial shall be corrected to reflect its new classification.
 3. The City Council is authorized and directed to make any necessary amendments to ordinances, rules and regulations, the general plan and the zoning ordinance to facilitate implementation of this initiative.
 4. The City Council is authorized to consider use of, and to include if deemed advisable, a frontage road for residential access on the affected portion of Glorietta Boulevard, similar to that which is in place on First Street.
 5. The City Council is authorized and directed to, without delay, cooperate and coordinate with CalTrans and any other entity whose assistance, approval or cooperation is needed to implement the reconfiguring of any street or streets to allow for the bridge-to-Glorietta Boulevard-access mandated by this initiative.
 6. This measure may be amended or repealed only by a majority vote of the electors voting in an election thereon.
 7. If any portion of this initiative is declared invalid, such invalidity shall not affect the validity of its remaining portion.

CITY OF CORONADO

Proposition M

(This proposition will appear on the ballot in the following form.)

PROP M

Shall the ordinance directing the City to remove the traffic semi-diverters located on A, B and C Avenues at their intersections with Pomona Avenue and Third Street be adopted?

This proposition requires approval by a majority (over 50%) of the voters.

**Full text of this proposition
follows the arguments.**

CITY ATTORNEY'S IMPARTIAL ANALYSIS

Proposition M proposes that the City of Coronado remove the traffic semi-diverters located at the intersections of A Avenue and Pomona Avenue, B Avenue and Third Street, and C Avenue and Third Street. It also directs the Coronado City Council to cooperate and coordinate with the State of California, Department of Transportation (i.e., CalTrans) in the removal of the traffic semi-diverters.

The removal of the traffic semi-diverters would allow traffic entering the City of Coronado from the San Diego-Coronado Bay Bridge to turn south onto A, B and C Avenues, prior to reaching Orange Avenue.

By removing the traffic semi-diverters and allowing motorists to turn south onto A, B and C Avenues it is anticipated that traffic presently traveling into the City will be redistributed, reducing traffic at the intersections of Third and Fourth Streets with Orange Avenue, while at the same time increasing traffic on A, B and C Avenues between Third and Fourth Streets, and on those same streets south of Fourth Street. Such a redistribution of traffic would impact other streets as well.

Proposition M further provides that no new traffic semi-diverters would be allowed at their present locations without a majority vote of the Coronado voters.

ARGUMENT IN FAVOR OF PROPOSITION M

Directs the City to remove the traffic semi-diverters located on A, B, and C Avenues at their intersections with Pomona Avenue and Third Street.

The Coronado City Council voted in February of 2003 to remove the semi-diverters at A, B, and C Avenues where they intersect Third Street and Pomona Avenue, but subsequent to their removal by the City of Coronado, a small group of residents of B Avenue filed a law suit against the City that resulted in an injunction, preventing the removal of the semi-diverters. The court ordered the City of Coronado to conduct a costly and time consuming environmental study and analysis before any removal of the semi-diverters could take place. The City is still working to complete this environmental study, and will then need to act on the findings of this study. As things stand now, there is no certainty that the diverters will be removed any time soon because of this lengthy court-ordered process.

A **YES vote on Proposition M** would allow the diverters to be removed much sooner because a passed initiative such as this one **DOES NOT REQUIRE AN ENVIRONMENTAL REVIEW**. The City of Coronado has done everything possible to advance the removal of the semi-diverters, but the court system has dramatically slowed down the process for their removal. **A YES VOTE ON PROPOSITION M WILL MOVE THE PROCESS FORWARD FOR REMOVING THE DIVERTERS IN A MUCH MORE TIMELY FASHION.** Please join me in supporting Proposition M with a yes vote!

CASEY TANAKA
Councilmember

ARGUMENT AGAINST PROPOSITION M

Will removing the semi-diverters will "put things back the way they were?"

Unfortunately **NO**: Removing the bridge tolls changed the equation by eliminating one of our last controls over traffic entering the village.

The semi-diverters have helped manage the traffic *safely*. Without the tolls to space and slow the traffic, cross traffic on Third and Fourth would be even more dangerous than before. The semi-diverters work with the well-timed Orange Avenue signals to maintain the flow of incoming traffic and channel it to Glorietta, Pomona, and Orange Avenues along the designated State Highway. During high congestion hours, this highway, not Coronado's residential streets, acts as the holding area for traffic.

Have the semi-diverters have closed access to public streets?

NO. The semi-diverters have not closed these streets: they remain open to one-way through traffic and accessible to all for their intended purpose, *residential access*. It is virtually impossible for the semi-diverted blocks to serve a dual purpose. They can be either habitable, safe residential streets sharing in the village atmosphere OR an intrinsic part of the highway system with all the speed, noise and pollution that entails.

Will Coronado will be a better place without the diverters?

NO. Removing the semi-diverters plays to the impatient motorist and only invites increased through traffic from Interstate 5 into Coronado residential areas. That traffic will fill all the space we give it, and reach out for more. All Coronadans want to protect our unique city life for *all* its residents. Keeping the semi-diverters in place is a small step forward, well worth the small inconvenience it asks of us. Let's look for more steps forward to enhance the quality of life for us all.

Please vote **NO** on **Proposition M**.

PATTY SCHMIDT
Councilwoman

GEORGE LANMAN
Commander USN (Ret.)

STEPHEN S. CLAREY
Resident

SYBIL B. STOCKDALE
Resident

GUY ZELLER
Resident

PROPOSED ORDINANCE

EXHIBIT A

(Text of the ordinance as submitted on the initiative petition)

The text of the initiative shall read:

INITIATIVE PETITION TO REMOVE TRAFFIC SEMI-DIVERTERS

- (A) We the undersigned, are opposed to the retention of traffic semi-diverters at the intersections of A Avenue and Third Street, B Avenue and Third Street and C Avenue and Third Street. We are opposed to any delay in removal of the semi-diverters. We demand that they be removed forthwith.
- (B) The initial City Council decision to erect the semi-diverters was in violation of the City's General Plan Circulation Element and the California Environmental Quality Act as no environmental impact report was prepared that time.
- (C) The City Council is directed to, without delay, cooperate and coordinate with CalTrans and any other entity whose assistance, approval or cooperation is needed to implement the mandate of this initiative.
- (D) This measure may be amended or repealed only by a majority vote of the electors voting in an election thereon.
- (E) If any portion of this initiative is declared invalid, such invalidity shall not affect the validity of its remaining portions.